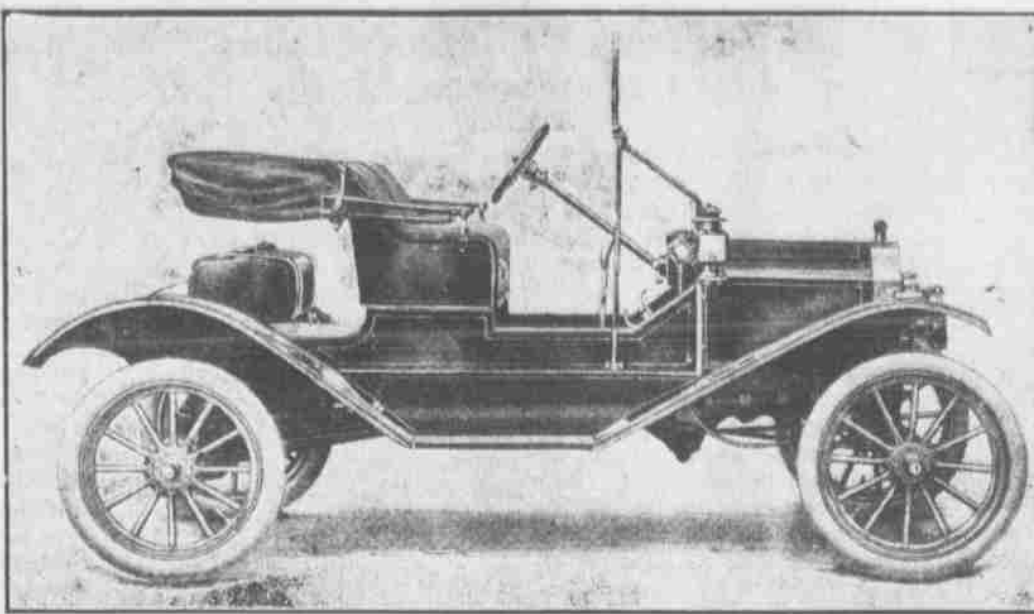


FORD 1911 CARS

The new Ford Cars have arrived and are now on display and sale. They are beauties and are destined to at once become the favorite business and pleasure conveyance in the Islands. Call for a free demonstration.



The Ford Motto is "High Priced Quality in a Low Priced Car." Quality first, last and all the time, together with the lowest consistent price. Lightest, strongest and speediest car, built for the capacity and price.

THE FORD ROADSTER, MODEL T, 22 H. P., Priced \$8,000 Delivered WITH TOP, WINDSHIELD, SPEEDOMETER, FIVE LAMPS, HORN AND TOOLS.

The 1911 Ford is the Old Reliable Machine with Latest Improvements

THE NEATEST THING ON WHEELS

The Week With The Von Hamm-Young Garage

The von Hamm-Young Company's salesrooms have been crowded during the week with prospective purchasers, and giving the best results of looking over the fine display of automobiles for sale. In hardly any auto-department during the past week, the big cities on the mainland, can be found such a varied number of most up-to-date motor cars made.

The most conspicuous of all the beautiful cars on show are the splendid Packards which are recognized all over the States as the standard best built car on the market, which gives for its factory price a better return and more satisfaction than any other car built today.

During the week a fine seven-passenger Packard arrived for The von Hamm-Young Company which has been placed alongside of a pretty little Model "18" Packard runabout, which awaits the arrival of a prominent Honolulu who is now on the mainland.

The big seven-passenger and the small three-seated runabout are as different in size as can possibly be imagined, yet both have the distinctive Packard ear-marks of design throughout, and the general appearance would classify them among thousands of other cars as distinctively "Packard." This distinction of appearance is only one of the many fine points which have made the Packard the most talked-of and most popular high-priced car on the market.

As distinct as its appearance so is its motor and general running gear is of a distinct and high-class type. The best materials only are used in Packard cars, and for refinements of body and appointments it excels every other American car built today. Not only that, but the Packard is one of the most economical cars to handle. It is one of the reasons why over fifty per cent of the rent men in Honolulu have given up former makes and invested their money in Packard cars.

The expense of running a Packard in the gruelling rent service, which never gives the car a chance for rest or overhaul, is fifty per cent less than almost any other high-class rent car. This is the reason that every rent man's ambition is ultimately to own a Packard. The Packard for him is a necessity, being the best money-maker. It brings in good returns without the necessity of spending lots of money for the up-keep of the car.

The demand for 1912 Packards is already large, even though the announcements of the 1912 Packard specifications have not been made as yet. The von Hamm-Young Company have booked a number of orders adding to same another order this week for a fine seven-passenger touring car for one of Honolulu's prominent business men.

The allotment of the von Hamm-Young Company of 1911 Packards has been all sold out, but fortunately the 1912 cars will not be long in waiting as deliveries will be made at the beginning of June, 1911.

Another car handled by the von Hamm-Young Company is the Cadillac, which in its class maintains the same position as the Packard in the high-class cars. As is generally admitted, for of comfort and ease of control.

the Cadillac is one of the most reliable, and the most perfectly built the week with prospective purchasers car, and giving the best results of any American car obtainable today around \$2000.00.

Last week the von Hamm-Young Company delivered four Cadillac cars to prominent people in Honolulu.

This week they delivered a fine five-passenger touring car to the board of health, who have made excellent use of same in their cleaning-up campaign.

Another Cadillac was added this week by the City Fathers to the equipment of their road department, thereby increasing Mr. Gere's capacity for work by several hundred per cent. Mr. Gere is very much pleased with his fine Cadillac, and is ready now to do the work of three men, which as says he will do cheerfully.

A five-passenger Cadillac car will arrive next week for Mr. S. G. Wilder, and another Cadillac touring car for another prominent local business man.

Among the sales booked by the von Hamm-Young Company this week was that of a Model "20" Stoddard-Dayton roadster equipped with the famous Renault type of motor. This car went to Doctor Hobdy, who is very much pleased with his new purchase.

Several other orders were booked by the von Hamm-Young Company including Pope-Hartfords, Thomas, Hup, mobiles, and other cars handled by this company, keeping their large staff of automobile men on the jump all the week.

The repair department has worked over-time continually trying to keep up with the many demands being made on same.

Among the many additions to this department, which have included within the past few months a larger repair shop and a fine Oxygen Acetylene Welding Plant, and an up-to-date electrical department, has been added this week a new feature consisting of a baking enamelling process. By this process the von Hamm-Young Company is in a position to enamel all brass work including oil and gas lamps and other accessories giving such parts the popular black coating which of late has been adopted by all of the leading automobile manufacturers.

Aside from giving such parts a distinctive and handsome appearance it does away with the necessity of having lamps continually polished to keep them looking bright.

MIDGET BUYS CHALMERS.

Master Gabriel, the midget actor and stage creator of "Buster Brown," "Little Nemo" and "Little Tommy Tucker" has already placed his order with D. A. Harrington, Chalmers dealer in his home city, Providence, R. I., for a 1912 Chalmers. Master Gabriel has been an automobile enthusiast for a number of years. Master Gabriel at present drives a Chalmers "30" Pony Tonneau. It is the first car which the little man, who is but a trifle over four feet in height, has been able to control with as much ease as though he were a large man. Master Gabriel has found the Chalmers "30" "just his size" in the matter of comfort and ease of control.

General Specifications

BRAKES—Two sets: (a) Service band brake operates on the transmission and is controlled by a foot pedal; (b) Emergency brake is controlled by hand lever at side of car acting on the drums of rear wheels.

CLUTCH—Multiple steel discs, operating in oil.

CONTROL—Three foot pedals. By pressing the first pedal "C" the slow speed is applied; by releasing, it is in the high speed. The center pedal "R" is for reversing the car. The third pedal "B" is the brake. The Ford Model T can be entirely manipulated either by use of the pedals or by the controlling lever at the side of the car. The carburetor lever and throttle just under the steering wheel will regulate the speed of the car from a walk to 40 miles an hour, without shifting a lever or applying the foot pedals.

COOLING—Thermo-syphon and fan.

CRANK CASE—Upper half integral with cylinder casting. Lower half of pressed steel and extended to form lower housing for magneto and transmission.

EQUIPMENT—The Touring Car, Torpedo Runabout, Open Runabout and Roadster include at the fully equipped prices, a top, automatic brass windshield, speedometer, two gas lamps and generator, three oil lamps, tubular horn and a kit of tools. The Town Car and Coupe equipment include three oil lamps, tubular horn and tools only.

FINAL DRIVE—By cardon shaft with single universal joint to bevel drive gears in live rear axle. Ford three-point system (patented in all countries) with all moving parts enclosed in dust proof casings, running in oil. Vanadium steel throughout.

FRONT AXLE—One piece drop forging in I-beam section, specially heat treated Vanadium steel.

IGNITION—Alternating current magneto, but with no moving parts. Entirely enclosed as an integral part of the engine and running in oil. The Ford magneto always insures a powerful spark. No batteries or dry cells are required.

LUBRICATION—Combination splash and gravity system—simple and effective.

SHAFTS—Crank and cam, non-welded, drop-forged, heat-treated Ford Vanadium steel, with all surfaces ground to absolute accuracy.

SPRINGS—Front and rear, semi-elliptical transverse, all Vanadium.

STEERING—By Ford reduction gear system.

TIRES—Pneumatic; front 30x3 inches, rear 30x3 1-2 inches. Standard makes. Best quality. Larger tires than ordinarily used for weight of the car, which means longest service and greatest comfort.

TRANSMISSION—New design Ford spur planetary, bathed in oil. All gears are of Vanadium steel, silent and smooth running in action.

VALVES—Extra large, all on the right side and offset.

WHEEL BASE—100 inches; tread 56 inches; 60inch tread for Southern trade when ordered.

Schuman Carriage Co.

Merchant and Bishop Sts.

Honolulu.

CADILLAC WINS GRUELLING TESTS

Competing against cars of their own and greater power, Cadillac cars have recently won honor for themselves in a reliability run and in a road race.

Acting as pacemaker throughout, and as pilot car more than half the time a Cadillac driven by George De Witt won the only perfect score in the recent Houston (Tex.) five-day reliability run. The route covered 800 miles, and lay from Houston to Brenham, Austin, San Antonio, Beeville, Corpus Christi, Cuero, Victoria and back to Houston. Many of the cars came to grief in the sand of the Texas roads. The Cadillac maintained a schedule of twenty miles an hour. This run, by the way, was the first reliability contest held in Texas under the sanction and rules of the American Automobile Association. The winning Cadillac was a 1911 touring car, carried the referee and one other passenger in addition to the driver, and complete touring equipment.

Another Cadillac ran a remarkable race in the Bakersfield-Fresno and return road race in California. The distance around the circuit was approximately 230 miles, which the Cadillac completed in 7 hours, 10 minutes, 1½ seconds; or at an average speed of 32 miles per hour. The car met with one accident, when it went into a shallow ditch. It was back on the road again in four minutes, and completed the race more than an hour

before the second car reached the finish line.

ROYAL HAWAIIAN GARRAGE.

Manager Wells, of the Royal Hawaiian Garage, reports that business has been exceedingly brisk in every mobile agencies' salesrooms, even in full staff has been kept busy all along, and there is plenty of work on hand. The removal of the quarantine will make a big difference, and this was noticeable yesterday by the number of cars that were hired for joy riding.

The Alco truck the first of its kind imported here, has been undergoing some further trials during the week, and it has answered all in a manner that was entirely satisfactory. It has created a lot of interest, and Manager Wells anticipates that a big demand will set in for this machine. Two more are already on the way, and should be here at an early date. Both have been sold, so that not one of them will be on the floor at all after they have had the bodies fitted to them.

Fine Job Printing, Star Office.

HAWAIIAN COMMERCIAL & SUGAR CO.

Annual Meeting of Stockholders.
The annual meeting of the stockholders of the Hawaiian Commercial & Sugar Company will be held at the office of the Company, Alaska Commercial Building, San Francisco, on Wednesday, April 12th, 1911, and the stock books of the Honolulu Transfer Office will be closed for transfers from March 31st, 1911, to April 12th, 1911, both dates inclusive.

ALEXANDER & BALDWIN,
Honolulu Transfer Agents.



WHEN MARIE WAS FOOLED.
Hubby—Marie, were you ever April fooled?
Wife—You know very well I was.